

CHAPTER 5: CIRCULATION ELEMENT



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I. INTRODUCTION

Land use and transportation planning support each other and need to be closely linked. The planned circulation system--roads, pedestrian routes, bikeways, and other means of transportation--needs to take into account the planned amount and location of future development. At the same time, planning for future development must consider transportation needs and capacities. Accordingly, this plan describes existing and proposed major transportation routes and public facilities that are closely coordinated with land use.

This chapter implements the goals, objectives and policies of the Circulation Element in Coastal Framework for Planning. That element, together with this chapter, constitutes the circulation element for the Estero Planning Area. This chapter includes information and provisions from the following sources:

- The *Los Osos Circulation Study*, first adopted by the Board of Supervisors in 1994 (updated annually)
- The 2001 *Regional Transportation Plan*, (RTP) adopted by the San Luis Obispo Council of Governments
- The *County Bikeways Plan*, adopted by the Board of Supervisors in 1994, and subsequently amended.
- The *County Trails Plan*, adopted by the Board of Supervisors in 1991.
- The proposed *Parks and Recreation Element* of the county General Plan
- The revised *Draft Environmental Impact Report for the Estero Area Plan Update*, 2003

The provisions of the *Los Osos Circulation Study*, the *County Bikeways Plan*, and the *County Trails Plan*, as they may be amended in the future, are incorporated into this Land Use and Circulation Element as though they were fully set forth here.

This chapter deals with circulation issues, including those relating to coastal access. For more information on coastal access, please refer to Chapter 8, Coastal Access, in this Plan.

II. COUNTYWIDE CIRCULATION GOALS

The following countywide circulation goals are taken from Chapter 5 in Coastal Framework for Planning. They provide a general framework for the circulation goals, policies and programs for the Estero Planning Area. This chapter refines and elaborates on the countywide goals.

1. *Provide for a land use pattern and rate of population growth that will not exceed the financial ability of the county and its residents to expand and maintain the circulation system.*
2. *Plan transportation system improvements to provide for, but not exceed, the demand of visitors and permanent residents in the year 2010. These improvements should be consistent with the land use patterns allowed by both the land use element and the cities' general plans, so that growth is not facilitated or induced in inappropriate amounts or locations.*
3. *Coordinate the transportation systems between different modes of travel, sensitive to the needs and desires of citizens in a manner that will provide optimum benefit for the investment of public funds.*
4. *Recognize public transit and car pooling as very important components of the county's strategy to provide adequate circulation and to reduce dependency on the automobile.*
5. *Encourage new development to provide public transit access and pedestrian and bicycle pathways from residential areas to shopping areas, businesses and public facilities.*
6. *Develop and coordinate transportation programs that reinforce federal, state, regional, and local agency goals.*
7. *Design a transportation system that provides for safe travel within attainable, feasible economic and technical means.*
8. *Design transportation facilities with the intent to preserve important natural resources and features, promote the aesthetic quality of the region, and minimize environmental changes.*

ESTERO CIRCULATION GOALS

9. *Develop and enhance a system of scenic roads and highways through areas of scenic beauty without imposing undue restrictions on private property, or unnecessarily restricting the placement of agricultural support facilities.*
10. *Encourage policies for new development to finance adequate additional circulation and access as a result of increased traffic it will cause.*

III. ESTERO CIRCULATION GOALS

A. Planning Areawide (Cayucos, Los Osos and Rural Areas)

1. *Plan transportation system improvements to provide for, but not exceed, the demand of visitors and permanent residents in the year 2030. These improvements should be consistent with the land use patterns allowed by both the land use element and the cities' general plans, so that growth is not facilitated or induced in inappropriate amounts or locations.*
2. *Establish an efficient circulation system and pattern of land uses that minimize the number of automobile trips.*
3. *Encourage alternatives to single-occupant automobile travel, such as pedestrian and bicycle travel, transit, carpooling, and tele-commuting.*

B. Los Osos

1. *Complete and pave the community's grid street system.*
2. *Provide a balanced mix of all means of transportation.*
3. *Complete an integrated and well-designed pedestrian, bicycle, equestrian, and public transportation system that reduces dependency on the private automobile and minimizes the number of automobile trips.*

IV. ESTERO CIRCULATION POLICIES

2.

A. Planning Areawide (Cayucos, Los Osos, and Rural Areas)

1. *Maximize public access to and along the coast by:*

- *Developing all feasible vertical and lateral pedestrian access to and along the shoreline, consistent with public access goals and policies of this plan;*
- *Developing a coastal trail from Los Osos to Cayucos, consistent with the County Trails Plan, and a bicycle path connecting Morro Bay and Cayucos.*
- *Developing all other feasible pedestrian circulation systems in the coastal zone, consistent with other public access goals and policies of this plan;*
- *Providing a regional bikeway system; and*
- *Providing conspicuous signs for all public access.*

2. *Offer incentives to encourage walking and bicycling.*

3. *Plan for public transit and car pooling as very important components of the county's strategy to provide adequate circulation and to reduce dependency on the automobile.*

4. *Plan new development to provide public transit access and pedestrian and bicycle pathways from residential areas to shopping areas, businesses and public facilities.*

5. *Require new development to finance adequate additional circulation and access as a result of increased traffic it will generate.*

6. *Allow use of permeable and environmentally-friendly surfaces, where appropriate, as an alternative to conventional pavement.*

B. Rural Areas

1. *Maintain a Level of Service (LOS) D or better on Highway 1 west of Cayucos.*

2. *Maintain Los Osos Valley Road east of the urban reserve line as a two-lane highway with operational improvements.*

ESTERO CIRCULATION POLICIES: CAYUCOS AND LOS OSOS

3. *Maintain Pecho Valley Road as a two-lane, county-maintained road in its entire length with operational improvements.*
4. *Pursue development of a bicycle path connecting Cayucos and Morro Bay.*

C. Cayucos and Los Osos

1. *Require that public utilities serving new development be installed underground between distribution lines and proposed buildings and between buildings. Support programs to place existing overhead public utility distribution lines underground.*

D. Cayucos

1. *Support pedestrian accessibility within the central business district; provide curbs, gutters, and wide sidewalks.*
2. *Provide needed street maintenance and improvements on county-maintained roads, including improving drainage and paving unpaved roads.*
3. *In order to preserve public access to the shoreline and public recreation areas, preserve all rights-of-way and offers of dedication for roads and other accessways.*

E. Los Osos

Street Connections

1. *Provide logical street connections between neighborhoods to encourage an efficient, interconnected circulation system, and to reduce vehicular travel.*

Street Width

2. *Develop new streets and pave existing ones using minimum street widths, consistent with traffic volumes, that provide maximum safety and reasonable traffic flow and use by emergency vehicles.*

Traffic Speed/Traffic Calming

4. *Maintain existing speed limits throughout the community, unless lower limits are justified for traffic safety reasons, consistent with State law.*
5. *Incorporate traffic calming measures on newly-constructed streets, where appropriate, in order to achieve target speeds.*
6. *Give full consideration to traffic calming measures in the design of street and intersection improvements.*

Curbs, Gutters, Sidewalks, Street Trees, Etc.

7. *Require street tree planting with new development and subdivisions at a scale consistent with the roadway.*
8. *In commercial areas, provide street trees, curbs, gutters, wide sidewalks, street lights, social areas, and utilities that are underground.*
- 9a. *On existing, local residential streets, do not require curbs, gutters or standard sidewalks, unless a majority of area residents request and pay for these improvements.*
- 9b. *On proposed, local residential streets in new land divisions, do not require standard sidewalks or curbs, but encourage alternative walkways for pedestrian use.*

Priorities for Transportation Improvements

10. *Follow the priority order of recommended transportation improvements listed in the Los Osos Circulation Study to the maximum extent possible given availability of funding. Where deviations from the priority list are proposed, obtain recommendations from the appropriate local advisory committee(s).*

Coordination of Street Improvements

11. *Coordinate street and utility improvements in order to complete multiple improvements during one construction process.*

Rights-of-Way

12. *In order to preserve public access to the bayfront and public recreation areas, accept all rights-of-way and offers of dedication for roads, ways, vertical and other accessways. In addition, accept and retain offers of dedication, public streets and other accessways needed to complete and maintain the circulation system.*

Alternative Transportation

13. *Provide safe, convenient access to transit, shopping areas, schools and recreation for pedestrians and bicyclists. Link bicycle and pedestrian routes between residential areas, schools and commercial areas.*
14. *Improve the public transit system to provide routes located within convenient walking distance of residences. Establish a local transit loop that connects with a regional transit system that provides frequent, fast and convenient connections to major employment centers.*

V. CIRCULATION ISSUES

The following discussion is based largely on information found in the *Los Osos Circulation Study* and the *Draft Environmental Impact Report for the Estero Area Plan Update*.

A. Existing Deficiencies

Rural

The following deficiencies exist in rural portions of the planning area:

1. **State Highway 1.** There are limited opportunities for passing on the two-lane portion west of Cayucos. However, the portion of this highway within the planning area and outside of urban areas is required by statute to remain a two-lane, scenic road.
2. **State Highway 41.** There are steep grades, a narrow roadway, substandard shoulders, and a lack of passing lanes between Morro Bay and Atascadero.

Cayucos

Based on an analysis of roadway capacities, all the major streets in Cayucos currently operate at acceptable levels of service.

Some deficiencies have been identified by the community, but they cannot be measured against an engineering standard. Instead, they are based on people's perceptions, which affect how people make their transportation choices. Those deficiencies also need to be addressed, and include the following.

1. **Narrow Streets.** Efficient circulation is hindered by on-street parking on some narrow streets.
2. **Parking.** There is a shortage of parking in the central business district, especially on holidays, weekends, and during the summer.

Los Osos

The following circulation deficiencies exist:

- **Los Osos Valley Road between 9th Street and Pine Avenue.** Existing capacity deficiencies exist along this segment of Los Osos Valley Road.

CIRCULATION ISSUES: FUTURE NEEDS

2. **Ramona Avenue.** Roadway alignments and intersections at 4th and 9th Streets are no longer efficient for the traffic volume.
3. **Doris Avenue between Rosina Drive and South Court.** The unimproved segment of this road prevents a direct connection between the residential area of Cuesta-by-the-Sea and Monarch Grove Elementary School. A project to complete this connection is being planned.

Other deficiencies and perceived problems have been identified by the community, but they cannot be measured against an engineering standard. Instead, they are based on people's perceptions, which affect how people make their transportation choices. Those deficiencies may also need to be addressed, and include the following:

4. **Los Osos Valley Road, Los Osos Creek to 9th Street.** Traffic moves too fast, the street is too wide for pedestrians to cross safely, and the wide street disrupts the character of the community.
5. **Traffic Speed.** Traffic routinely exceeds posted speed limits on many streets, such as Santa Ysabel Avenue, South Bay Boulevard, Los Osos Valley Road, Bayview Heights Drive, and Rodman Drive. The best solution may be a greater emphasis on enforcement of traffic speed laws.
6. **Unpaved roads.** Many unpaved roads cause inefficient traffic patterns, create excessive dust and discourage pedestrian and bicycle travel.
7. **Pedestrian and Bicycle Facilities.** Pedestrian and bicycle travel are discouraged by many factors, but the primary one is a lack of an adequate and convenient system of pedestrian and bicycle facilities that connect residential areas, schools and commercial areas. Bikeways need to be located on streets with minimal traffic in order to encourage bicycle use by school-age children, commuters, shoppers, senior citizens, and others.
8. **Regional Transit Service.** Ridership on buses is low for many reasons. They include infrequent service and other service deficiencies, poor access to bus stops, lack of sheltered bus stops, a poorly located park-and-ride lot, and a lack of incentives to use transit. Since over 75 percent of workers living in Los Osos and Cayucos commute to jobs in other communities, providing a high level of transit service is an important need.

Examples of specific measures to correct or improve the preceding deficiencies are described in Section VI., Circulation Improvements.

B. Future Needs

Los Osos

In addition to improvements needed to correct existing deficiencies, other street and intersection improvements will be needed as the community grows. Some examples are shown below. Some more specifics are given in Section VI., Circulation Improvements.

- 1. A continuous center turn lane on Los Osos Valley Road west of Palisades Avenue.**
- 2. A north-south connection west of the central business district between Los Osos Valley Road and the El Moro and Baywood commercial areas.**
- 3. Additional east-west connections between South Bay Blvd., the west end of the El Moro Area, and the Cuesta-by-the-Sea area.**
- 4. Signalization at several intersections along Los Osos Valley Road and South Bay Blvd.**
- 5. Preservation of all rights-of-way and offers of dedication for roads, ways, vertical and other accessways in order to preserve public access to the bayfront and public recreation areas, and to complete and maintain the circulation system. This is needed in order to provide maximum flexibility in responding to the future transportation needs of the community.**

VI. CIRCULATION IMPROVEMENTS

Planned transportation improvements are illustrated by the circulation maps at the end of this chapter. One map shows existing and proposed roads that are classified by their function as principal arterial, arterial, and collector roads. The other map shows major existing and proposed pedestrian and equestrian trails and bikeways. It also shows the locations of existing and proposed coastal access. For a complete identification of proposed roads and bikeways, please refer to the *Los Osos Circulation Study* and the *County Bikeways Plan*.

In order to meet the needs of the community as it grows, a set of integrated transportation improvements is identified. These improvements are designed to serve the amount of vehicular traffic that is projected to occur in the future at buildout under this plan.

In order to provide a balanced mix of all modes of transportation, this plan provides for improving not only streets and intersections, but also public transit, pedestrian routes, bikeways, and equestrian trails. For example, the plan emphasizes completing the existing road network, improving existing streets and intersections, substantially expanding bikeways and pedestrian trails, providing equestrian trails, and improving both transit service and access to transit.

~~The area circulation system is planned to accommodate anticipated traffic primarily through improvement of existing routes. A few new routes are proposed in urban areas to improve local circulation patterns as well as to serve proposed expansion areas. Other important transportation elements are: (1) an intercommunity bus system serving Morro Bay, South Bay, and San Luis Obispo; (2) a network of bikeways to interconnect communities and recreation areas throughout the scenic planning area; and (3) harbor facilities in Morro Bay and Estero Bay.~~

A. Roads

This subsection describes some of the major planned road improvements, organized by community and by the type or function of the roadway. The planned improvements will help complete the transportation network and accommodate the expected amount of growth under this plan. For additional requirements and details on improvements in Los Osos, refer to the *Los Osos Circulation Study*, which contains a complete, prioritized listing of planned roadway and bikeway improvements, planned intersection improvements, and conceptual illustrations of roadway cross sections for improvements to be funded with road impact fees.

Projects funded by road impact fees are prioritized first by the date that a capacity deficiency is expected to occur, second by safety near schools and third by other safety issues. For projects funded by the county roads budget, safety is the first consideration, followed by maintenance.

The priority order of recommended transportation improvements in the *Los Osos Circulation Study* should be followed to the maximum extent possible given availability of funding. However, when deviations from the priority list are proposed, the county should consult with and obtain recommendations from the applicable local advisory committee(s).

~~The LUE maps show functional classifications of major existing and proposed roads. These plans are coordinated with County Transportation Plan proposals, which also include public improvement plans and timetables for anticipated construction. The following is a list of planning area arterials and collectors that involve special considerations other than the standard road improvements suggested in the county standards.~~

1. Principal Arterials

Principal arterial roads are freeways, expressways or principal county roads that connect major population centers and other points of traffic generation. They have controlled access and are not intended for local trips.

a. Rural

Los Osos Valley Road.

In the rural portion of the planning area, this road should be maintained as a two-lane road with a passing lane. Although traffic volumes will increase in the future, the community desires to maintain the existing rural character of this route, while pursuing improved transit service and other strategies to reduce peak hour traffic.

~~This road is the main route linking San Luis Obispo and South Bay. High volumes of traffic generated by the rapid increase in population in South Bay and the attraction of nearby recreation areas have resulted in safety problems in recent years. Recent improvements include reducing curves, widening shoulders, and providing median turn lanes at road intersections. With increasing population, however, it will ultimately be necessary to widen the road to four lanes.~~

State Highway 1 South and East of Cayucos. No improvements are required.
HIGHWAY 1 NORTH AND WEST OF CAYUCOS MOVED TO "ARTERIALS"

State Highway 41. MOVED TO "ARTERIALS"

~~**Pecho Road** Pecho Road is the extension of Los Osos Valley Road to Montana de Oro State Park. Needed improvements include those related to portions leading to and within the state park. Careful planning is needed to~~

~~balance retention of the scenic route of the existing winding, hilly road with such improvements as safer traffic movement, road turnoffs for scenic views over Morro Bay, and off-road parking in the Hazard Canyon area.~~
South Bay Boulevard. MOVED TO "ARTERIALS"

b. Cayucos

Highway 1. No improvements are required for Highway 1 through Cayucos.

2. Arterials –South Bay

Arterial roads carry traffic between principal arterial roads and between population centers, or they may just carry large volumes of traffic within an urban or rural area. They are not intended to provide primary access to residences and are best used for controlled access to areas of retail and service commercial uses, industrial facilities and major community facilities.

a. Rural

State Highway 1 West of Cayucos. One westbound and one eastbound passing lane should be installed. Each passing lane should be no greater than one mile in length, consistent with the statute that requires Highway 1 to remain a two-lane, scenic road in rural areas. ~~This is the main coast highway which, in the planning area, passes through Chorro Valley, Morro Bay, and Cayucos. Improvements to eliminate at grade intersections are ultimately planned.~~
MOVED FROM "PRINCIPAL ARTERIALS"

State Highway 41. *The 2001 Regional Transportation Plan* recommends installation of passing lanes and channelization between Morro Bay and Atascadero. ~~This highway, linking Morro Bay and Atascadero, is recommended for future upgrading to improve driving safety by such means as reducing road curves and increasing sight distances.~~
MOVED FROM "PRINCIPAL ARTERIALS"

South Bay Boulevard. This road provides a direct link between Morro Bay and South Bay **Los Osos**. ~~The southerly portion to Los Osos Valley Road was recently completed. Improvements are needed for the northerly portion within Morro Bay including the Twin Bridges across Morro Creek. This road~~ **It** should be maintained in accordance with the high scenic values of Morro Bay, the marshlands, and the hills and peaks of the Morros. **Proposed improvements include:** **MOVED FROM "PRINCIPAL ARTERIALS"**

- **Create a four-lane road north of the urban reserve line.** This will raise the level of service to an acceptable level.

b. ~~Arterials~~ – Cayucos

Ocean Avenue. This road should continue to be improved with sidewalks in the CBD, as development occurs, and should be improved with bike lanes along its full length. ~~Ocean Avenue – This alignment includes North Ocean Avenue through the main developed northwestern part of Cayucos and South Ocean Avenue providing access to residential areas in the southeastern part of the community. A proposed crossing of Old Creek will provide for through traffic off Highway 1.~~

c. **Los Osos (see Figure 5-1) ~~Arterials – South Bay~~**

Los Osos Valley Road. Proposed improvements include:

- **Construct a landscaped center median between Los Osos Creek and Bush Drive** (except between 9th and 10th Streets). The median is intended to slow traffic, encourage pedestrian activity, attract economic activity, and make the area more attractive.
- **Widen the road to a maximum of two lanes between Pecho Road and 9th Street**, plus a two-way left turn lane between Bush Drive and Pecho Road.
- **Consider installing measures to slow traffic and encourage safe pedestrian travel within the central business district**, such as bulb-outs and raised crosswalks at intersections and mid-block locations.

South Bay Boulevard. Create a four-lane road from Los Osos Valley Road to the Morro Bay city limits in order to accommodate future traffic volumes at an acceptable level of service, and to make the South Bay Blvd./Santa Ysabel Avenue intersection function under future traffic conditions.

Ramona Avenue. MOVED TO "COLLECTORS"
Third Street. MOVED TO "COLLECTORS"
Ravenna Avenue. MOVED TO "COLLECTORS"

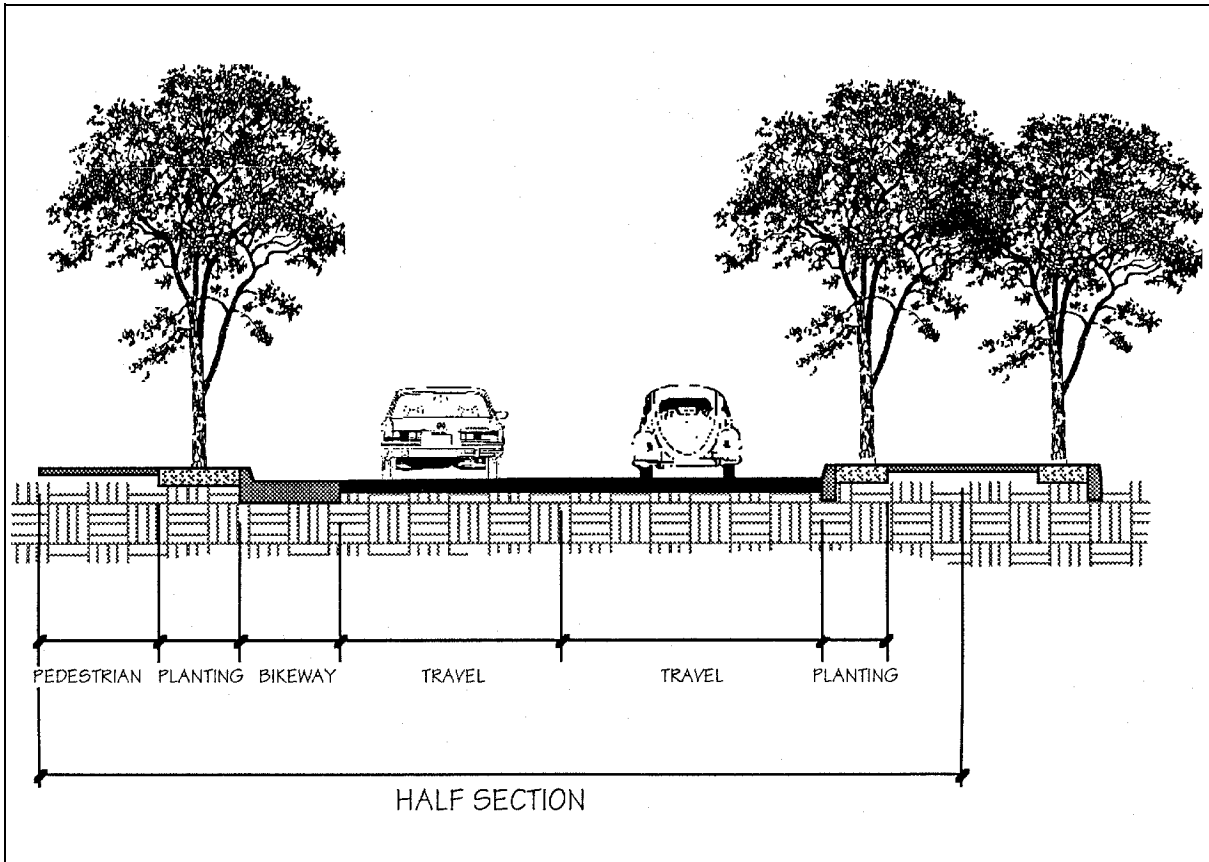


Figure 5-1: Arterial Road, 4 or 5 Lanes

NOTE: This cross-section is a general *guideline* to the combination of uses proposed. The specifics of project design, *including but not limited to* drainage facilities, will be determined at the time of construction of each project.

3. Collectors

Collector roads enable traffic to move to and from local roads, arterial roads and activity centers. They are the principal roads of residential areas and carry relatively high volumes of traffic. Residential driveway access should be limited according to traffic volumes, parcel sizes and sight distances.

a. Collectors- Rural

Two roads designated as rural collectors to identify their function to collect and channel traffic to arterials are

~~Old Creek Road and Santa Rita Road. serves a rural and . Because the areas traversed are to be primarily retained in agricultural area, and should therefore uses, these roads should be maintained as a rural collector without significant improvements. in their present configuration.~~

b. Collectors-- Cayucos

~~No further collector streets are proposed in improvements are recommended for the collectors within Cayucos.~~

c. Los Osos (see Figure 5-2) Collectors--South Bay

Ramona Avenue. Complete Ramona Avenue between 10th Street and South Bay Blvd. after realignment of the Ramona Avenue/4th Street intersection. The street will then serve as an east-west collector serving much of the area north of Los Osos Valley Road. ~~This includes the existing street east of Third Street and the proposed eastward extension to South Bay Boulevard.~~ **MOVED FROM “ARTERIALS”**

Ravenna Avenue. Extend ~~The extension of Ravenna Avenue as a link between the two major arterials of Los Osos Valley Road and Ramona Avenue~~ **as development occurs in the vicinity.** This will provide a much needed north-south link ~~between Los Osos Valley Road and the Baywood Park area. This will serve both the anticipated development within the central portion of the community and the movement of traffic outward from the central business core.~~ **MOVED FROM “ARTERIALS”**

~~**Third Street.** The development of Third Street from Santa Ysabel to Ramona Avenue will provide a through link from Los Osos to the Baywood commercial center and surrounding residential areas. The precise routing should be subject to careful study to minimize impacts on the Sweet Springs area and nearby residential uses.~~ **MOVED FROM “ARTERIALS”**

~~**South Bay Boulevard.** This is the proposed extension from Los Osos Valley Road south and west across the southerly part of South Bay to Pecho Valley Rd.~~

Skyline Drive. Complete Skyline Drive between Doris and Pine Avenues, then extend the street eastward to Palisades Avenue. Ultimately extend the street from Palisades Avenue eastward to Nipomo Avenue at 7th Street when development occurs in that area. This east-west connection will provide access and circulation in the Morro Palisades area, and provide

CIRCULATION IMPROVEMENTS: ROADS

connections between that area, Cuesta-by-the-Sea, and the El Moro area. The extension east of Palisades Avenue will require right-of-way acquisition.

Doris Avenue. Complete Doris Avenue from Rosina Avenue to South Court. This will provide needed access from Cuesta-by-the-Sea to Monarch Grove Elementary School by vehicles, pedestrians, and bicycles.

~~**Nipomo Avenue and Palomino Drive** – between Ninth Street and Los Osos Valley Road. The proposed connection between the two streets should be routed to minimize removal of pygmy oaks in the area. Poor sight distances at the intersection of Palomino Drive and Los Osos Valley Road will necessitate special turning lanes or other traffic safety controls.~~

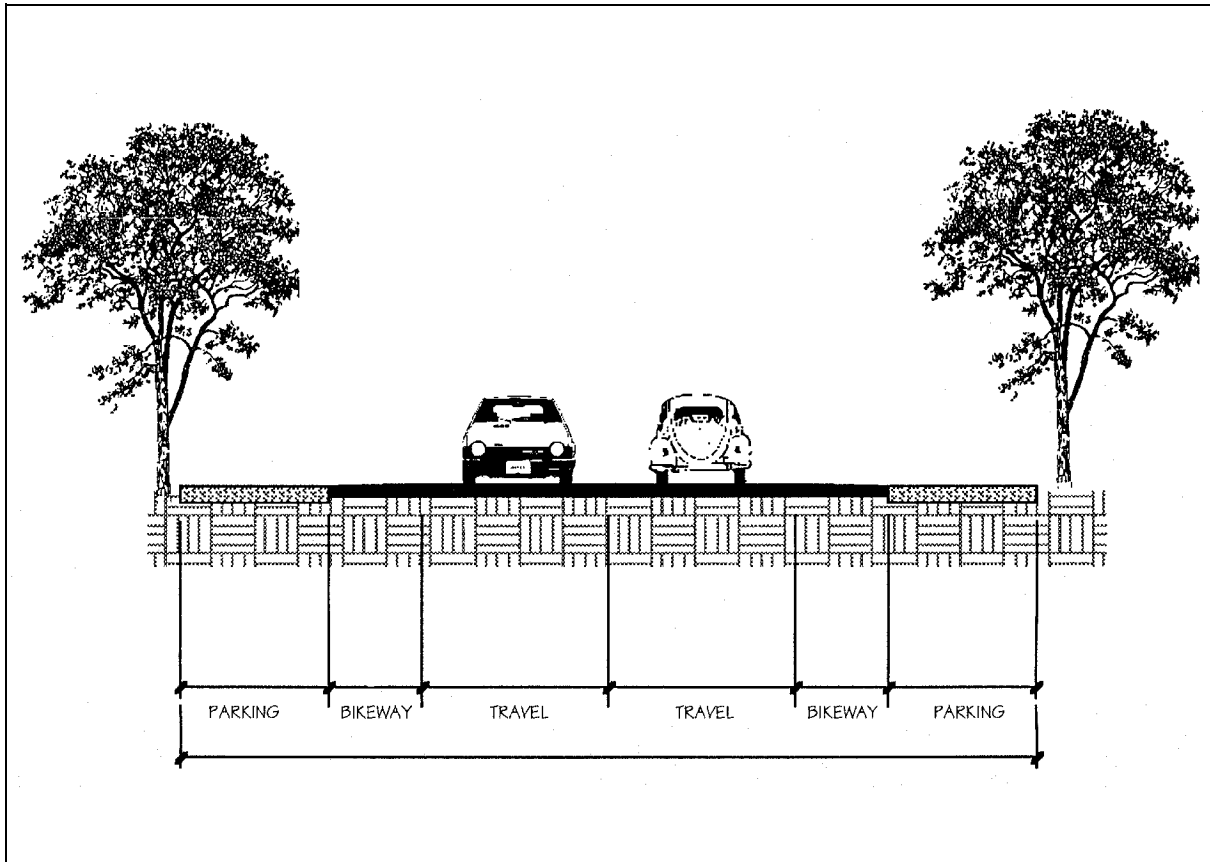


Figure 5-2: Collector Road, Optional Parking and/or Class II Bicycle Lanes

NOTE: This cross-section is a general *guideline* to the combination of uses proposed. The specifics of project design, *including but not limited to* drainage facilities, will be determined at the time of construction of each project.

~~Highland Drive--including the proposed extension to Pecho Road.~~

Fairchild Way. Extend to Nipomo Avenue.

Collectors - ~~Morro Bay and Fringe~~

~~The circulation system for the Morro Bay area is identified in the city's general plan and incorporated into the County Transportation Plan. Northerly extensions of South Bay Boulevard and Morro Bay Boulevard as collectors are logical accesses to the proposed hillside residential areas, but designation of precise routes and connectors will need to await future development plans for the area.~~

4. Local Roads

Local roads are used primarily for access to adjacent properties. The *Los Osos Circulation Study* recommends improvement of various local roads to complete the established grid street system, especially in the El Moro area.

5. Traffic Calming

Residents in Los Osos have shown interest in a comprehensive approach to slow-down traffic in residential and commercial neighborhoods. Slower traffic can make neighborhoods safer, quieter, more conducive to walking and bicycling, and more livable, with a greater sense of community. A variety of "traffic calming" measures can be used to slow traffic, including reducing widths of existing streets and designing narrower streets in new land divisions. Some measures involve landscaping, which can also make neighborhoods more attractive. Policies regarding traffic speed and traffic calming are listed in Section I'VE of the Estero Circulation Policies. Specific traffic calming measures will be designed and implemented by the County Public Works Department, consistent with those policies.

B. Street Trees--Los Osos

Many residential and commercial areas lack street trees, which can greatly enhance neighborhood appearance, provide wildlife habitat, moderate the climate, and reduce energy consumption. Existing pine trees are being attacked by the pine pitch canker disease, which may virtually destroy the urban pine forest in a short time. In order to prevent a loss of tree cover and expand the urban forest, street tree planting is required with new development and land divisions. In addition, the community should pursue an aggressive street tree planting program immediately. In areas to be served by the community sewer system, tree planting should occur after the sewer system is installed.

C. Bicycle, Pedestrian and Equestrian Facilities

This plan places great importance on development of alternative means of travel. Some of the major proposed improvements are shown on the circulation maps at the end of this chapter. Those maps also depict existing and proposed coastal access. For more details, refer to the *County Bikeways Plan* and the *County Trails Plan*. The current recommendations of those plans are generally reflected in the following discussion, but those recommendations may change as those plans are periodically updated.

1. Bikeways

There are three major types of bikeways: Class I, Class II and Class III bikeways. Class I "bicycle paths" are completely separated from roadways, and are sometimes in an exclusive corridor. In Los Osos, these paths will also be designed for pedestrians. Class II "bicycle lanes" are found alongside vehicle lanes in the roadway. Class III "bicycle routes" are low volume streets that are suitable for cyclists and are designated by signs only.

Bikeways

~~Arterial roads in rural portions of the planning area are designated bikeways. Included are State Highways 1 and 41, Los Osos Valley Road, Pecho Road, South Bay Boulevard as well as a number of streets within communities. All are designated as Class II bikeways and are recommended to be constructed with marked and paved shoulder lanes with widths ranging from four to eight feet, depending on adjacent automobile speed limits.~~ **MOVED FROM SECTION F**

a. Rural

Several Class I bikeways are proposed, including one along Highway 1 from Cayucos to the eastern planning area boundary at Camp San Luis Obispo. A Class I bikeway should be installed along Highway 1 west of Cayucos, and if feasible, between Los Osos and Cayucos.

b. Cayucos

A Class I bikeway and bicycle/pedestrian bridge is proposed to connect Studio Drive to Pacific Avenue. Class II bicycle lanes are proposed along Highway 1 and several roads. Class III bicycle routes are proposed on several other streets.

c. Los Osos

This plan includes an extensive network of bikeways. Class I paths (see Figure 5-3) are planned along some "paper street" rights-of-way and several existing and proposed

roads. ~~A bicycle/pedestrian path is also possible along Santa Paula Avenue adjacent to the Elfin Forest.~~ Class II bicycle lanes are also planned for several roads. Class III bicycle routes are planned for several low-volume local streets in order to encourage bicycles to use those streets as parallel routes to the major arterials and collectors in the community.

2. Pedestrian Facilities

This plan emphasizes the importance of providing coastal access, and making communities pedestrian-friendly, especially within the central business districts of Los Osos and Cayucos. This can be accomplished through land use planning and design (see Chapter 7), and by providing for interconnected systems of sidewalks, trails and other pedestrian routes. Pedestrian trails are also addressed in the following section, Equestrian/Hiking Trails.

In Cayucos, sidewalks will be provided with new residential land divisions, and with new commercial/office development. In certain Residential Multi-Family categories, this plan waives sidewalk, curb and gutter requirements for new development where those requirements would not be appropriate. For example, sidewalks would not be appropriate where Residential Multi-Family categories are nearly fully developed with single-family residences, or where it is otherwise unlikely that a continuous sidewalk would ultimately be completed.

Several recreational trails are proposed in Cayucos, including trails that would improve access to the coast. Other proposed improvements along the shoreline would enhance coastal access.

In Los Osos, pedestrians will be able to use Class I bicycle/pedestrian paths. In addition, sidewalks or other pedestrian paths will be provided in new land divisions, and with multi-family and commercial/office development. The proposed improvement of several street-ends will enhance coastal access. In addition, a proposed system of riding and hiking trails will improve pedestrian access within the community and to the coast (see the following section on Equestrian Trails).

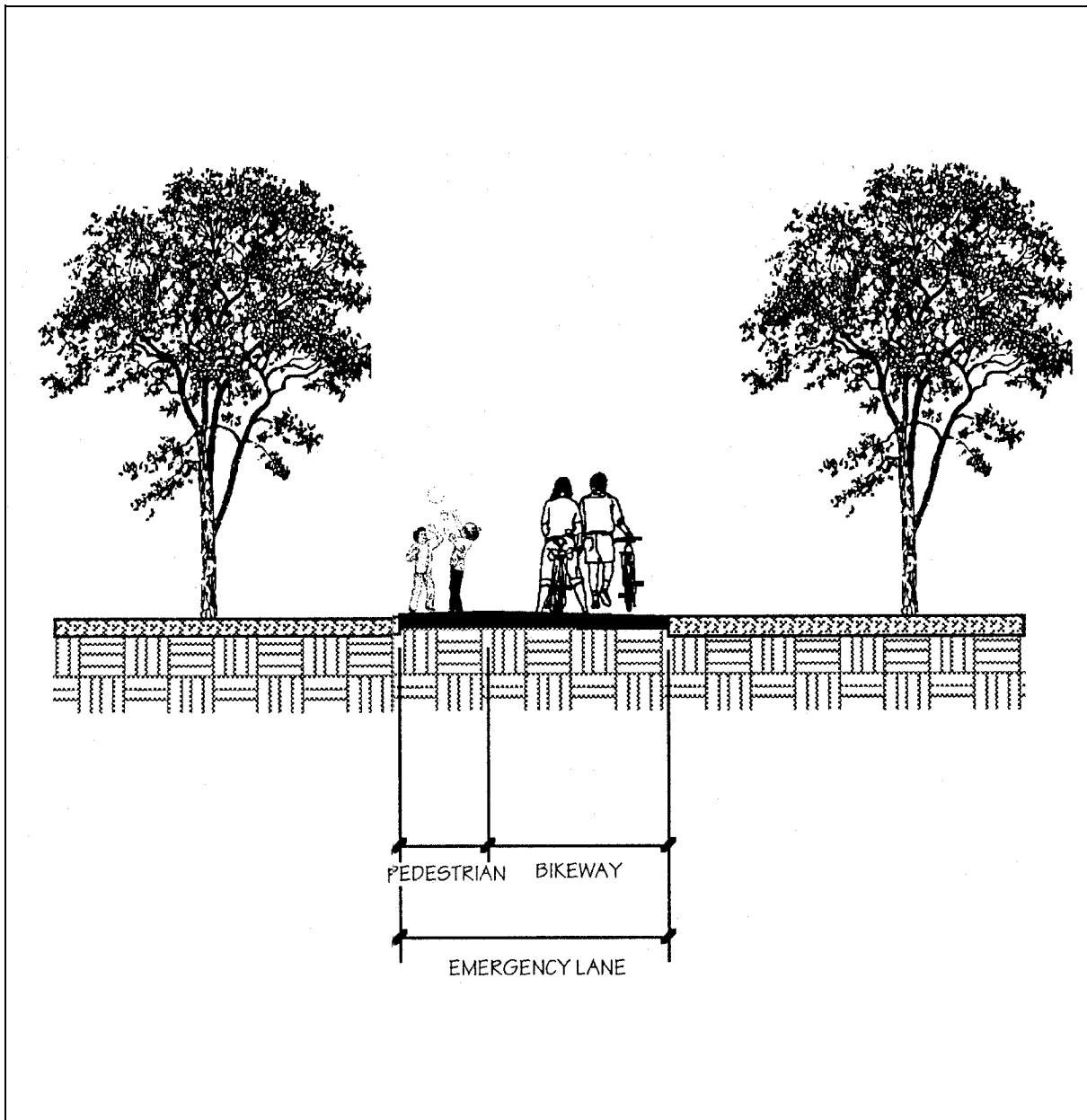


Figure 5-3: Exclusive Bicycle/Pedestrian Path

NOTE: This cross-section is a general *guideline* to the combination of uses proposed. The specifics of project design, *including but not limited to* drainage facilities, will be determined at the time of construction of each project.

3. Multi-Use Trails

The circulation maps at the end of this chapter show the locations of some key proposed multi-use trails, which include equestrian/hiking trails. Additional proposed trails may be shown and described in the *County Trails Plan*, which also includes a rating system to determine priorities for developing trails.

In Los Osos, an interconnected system of trails is proposed that provides access to the bay and links public and private recreation facilities in the community with Montaña de Oro State Park. Most of the proposed trails are shown on public property; some are shown crossing private property. Existing rights-of-way along the formerly proposed extension of South Bay Blvd. should be preserved for potential use as a trail that could connect with trail corridors to the east and west. This could provide an opportunity for a continuous trail(s) between the eastern portion of Los Osos and Montaña de Oro State Park. Another trail should connect the western terminus of Highland Drive with Pecho Valley Road.

In the rural area, multi-use trail corridors are proposed in the following locations: along the publicly-owned Estero Bluffs property west of Cayucos, and extending to the Planning Area boundary and beyond so as to form part of a proposed regional and statewide coastal trail; around Whale Rock Reservoir; along Little Morro Creek through the Planning Area to Cerro Alto, connecting the Cities of Morro Bay and Atascadero; along the coast connecting Los Osos and Cayucos--another section of the proposed statewide coastal trail; along Los Osos Valley Road through the Planning Area, connecting Los Osos with the City of San Luis Obispo; and between Wild Cherry Canyon near Avila Beach and Montaña de Oro State Park. The trails should be located within these corridors, but specific routes have not been determined.

Trails should be designed and constructed to protect environmentally sensitive habitat; in particular, creek beds should be protected from equestrian use during low-flow periods. Trail planning should include management plans, with provisions for interpretive facilities where appropriate, to assure that trails will be managed, monitored and maintained to protect environmentally sensitive habitat.

D. Public Transit

Public transit is an essential part of the transportation system. An effective public transit system reduces automobile dependency by offering viable alternatives to automobile travel, including the use of several means of transportation for a given trip.

In Cayucos, the highest priority transit measure is to develop a park-and-ride lot. Another measure is to improve bus service between Cayucos and neighboring communities, including San Luis Obispo.

CIRCULATION IMPROVEMENTS: PUBLIC TRANSIT

The following are among the recommended transit improvements in Los Osos, Cayucos and the region:

- **Increase the Frequency and Hours of Service, Areas Served, and Destinations Served.** Examples include providing: twice-per-hour service for the Los Osos bus loop; daily express buses throughout the day to Morro Bay, Cuesta College, Cal Poly, and San Luis Obispo; and service to currently unserved neighborhoods. Bus routes should be carefully determined so that future road work can take potential traffic calming measures into account during design.
- **Provide a more appropriately located, well designed and easily accessible park-and-ride lot.** Existing park-and-ride lots are located behind the Vons shopping center in the central business district and at the El Morro Church of the Nazarene at the northeast corner of South Bay Blvd. and Santa Ysabel Avenue. More appropriate location(s) have not been secured.
- **Improve the Performance of Transit Service.** Examples include:
 - Identify key focus points with regional transit access for large buses with passenger amenities (schedule and route information, shelters, benches) and minimize the costly deployment of regional transit buses along local, narrow streets without sidewalks
 - Provide a permanent park-and-ride, lot mostly for ridesharing
 - Provide a future transfer node between the South Bay and Morro Bay Dial-A-Ride vans to minimize the need for multiple transfers to and from regional buses
 - Integrate local transit with school buses
- **Assure Safe and Convenient Access to Bus Stops.** Examples include providing bus shelters, wheelchair ramps, lighting, secure bike racks at the park-and-ride lot, and landscaped walkways to bus stops.

Other recommendations, many of which apply throughout the region, include improving public transportation awareness and education, improving passenger comfort and convenience, and improving reliability.

~~The North Coast Transit System administered by the Joint Powers Agency recently initiated intercommunity bus service serving San Luis Obispo, South Bay, and Morro Bay. Buses run five days a week and make five round trips a day. Runs are timed to provide job commuter service during the early morning and evening rush hours as well as midday service for shoppers and tourists. The system has been extended to serve Cayucos and Cambria three days a week. These developments, along with gradual demand-responsive changes in the frequency and routing of buses, should handle planning area public transit needs for some years.~~ **MOVED FROM SECTION F**

VII. B. OTHER TRANSPORTATION FACILITIES MODES

A. Harbors

The Morro Bay harbors in the Estero Planning Area ~~supports~~ involve the three main activities of ~~petroleum shipping~~, commercial fishing, and recreational boating. ~~It is the only developed harbor of refuge between Santa Barbara and Monterey. Short and long-term solutions need to be found to the problems of siltation and hazardous surf, while considering possible effects on tidal flow in the Morro Bay estuary. The Estero marine terminal is discussed in Chapter 4. Any sizeable expansion of these facilities must recognize the additional development pressures and adverse environmental impacts on adjacent rural lands and coastal waters.~~

B. Energy Transmission Lines

The Estero Planning Area has a larger share of energy transmission lines than any other planning area because of the oil pipeline terminal at Estero Bay and the electric power transmission lines radiating out from ~~Duke Energy's Morro Bay power plant and the Pacific Gas and Electric Company's Morro Bay and Diablo Canyon generating plants.~~ Pipelines need to be monitored to ensure against air and water pollution. ~~Consideration should be given to possible hazards from electromagnetic fields from electrical transmission lines when proposed residences, public facilities and schools are sited.~~

VIII. OTHER STRATEGIES TO REDUCE AUTO DEPENDENCY

Transportation Demand Management (TDM)

Traffic congestion and its environmental effects are increasing. At the same time, we are beginning to recognize that it is increasingly infeasible, both economically and environmentally, to simply continue building more roads and adding more lanes to solve the problem. As a result, more attention is being given to various measures to reduce the demand for automobile travel. Such measures are called transportation demand management, or TDM. TDM is important, because if TDM measures are not implemented, the other circulation improvements recommended in this plan will not be as effective.

Many TDM measures need be implemented not only where people live, but also where they work. Thus, to be most effective, TDM must be implemented at a regional level. Nevertheless, many actions can be taken at the local level, and are included in this plan.

The following are examples of types of TDM measures. Some may be most effective if implemented throughout the region.

- **Marketing and Commuter Information Programs** provide information about carpools, vanpools, and other alternatives to single-occupant automobile travel.
- **Transit and Ridesharing Incentives** make carpooling, riding the bus, walking, and bicycling more attractive. Incentives may include preferential carpool or vanpool parking, various employer subsidies for vanpooling and transit use, and other financial incentives.
- **Transit Service Improvements** can make transit use more attractive. Examples are increasing the number of daily bus trips and the frequency of service, adjusting routes to better serve riders, improving reliability of bus schedules, making it safer and more convenient to get to bus stops, and reducing fares.
- **Parking Management Programs** apply primarily at major employment centers such as San Luis Obispo and Cal Poly University. They discourage single-occupant automobile travel by limiting the supply of free parking.
- **Alternative Work Schedules** can reduce peak-hour traffic. They include 4-day work weeks, flexible schedules that accommodate carpools, staggered work hours, and telecommuting.

OTHER STRATEGIES TO REDUCE AUTO DEPENDENCY

- **Land Use** and circulation policies, standards and programs are included in this plan to help reduce auto dependency and offer more transportation choices. Examples include emphasizing infill development within compact communities, offering incentives for mixed use development, providing for minimum multi-family densities, encouraging pedestrian-oriented development through development and design standards, and encouraging more employment opportunities in Los Osos.

Consideration should be given to the following land use planning measures, which can also help reduce auto dependency:

- Reduce parking requirements and establish maximum amounts of parking as alternatives to auto travel become more available.
- Increase opportunities for neighborhood shopping by creating additional neighborhood-serving Commercial Retail categories in convenient locations.

IX. C. ~~PLANNING AREA CIRCULATION PROGRAMS~~

"Programs" are **recommended** non-mandatory actions ~~or policies recommended by the Land Use Element~~ to achieve community or areawide objectives identified in this area plan. The Implementation of each LUE program is the responsibility of the ~~community, through the county or other public agency identified in the program itself~~ **and in the table at the end of this chapter**. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on consideration of community needs, ~~and substantial community support for the program and available funds. its related cost.~~

The following circulation programs for the Estero Planning Area are grouped **by** ~~under~~ headings indicating the location **and by subject.** ~~in the planning area where they each apply.~~

A. Areawide

- 1. Transportation Demand Management (TDM).** The San Luis Obispo County Council of Governments, working together with the County Public Works and Planning and Building Departments, should develop and implement a transportation demand program that includes measures such as: marketing and commuter information programs, transit and ridesharing incentives, transit service improvements, parking management programs, and alternative work schedules.
- 2. Highway 1 Beautification and Modernization.** The County Department of Planning and Building should continue to coordinate with the San Luis Obispo County Council of Governments and Caltrans in order to seek funding for and implement highway beautification and modernization projects that are consistent with the State Scenic Highway and All American Byway designations.
- ~~1. Highway 41.~~ The State Department of Transportation should improve traffic safety on Highway 41 by increasing sight distances and providing traffic circulation corrections. **ADDRESSED BY REGIONAL TRANSPORTATION PLAN**
- ~~2. Los Osos Valley Road.~~ The county should widen Los Osos Valley Road to four lanes to accommodate anticipated increased traffic between San Luis Obispo and South Bay.
- ~~3. Public Road Design.~~ Road improvement projects should be designed to protect scenic views of the countryside to the maximum extent feasible, including such measures as recontouring and replanting areas affected by cuts, fills and grading, and using attractive roadside signing.

- ~~4. **Scenic Corridors.** The county Engineering and Planning Departments should initiate a study of rural scenic corridors to explore alternative methods of protecting vistas along Highways 1 and 41, Los Osos Valley Road, Pecho Road, and South Bay Boulevard.~~

B. Rural Area

- 1. Highway 1 Passing Lanes.** Caltrans should install one westbound and one eastbound passing lane on Highway 1 north and west of Cayucos. Each passing lane should be no greater than one mile in length, consistent with the intent of the Coastal Act that Highway 1 remain a scenic, two-lane road in rural areas.
 - 2. Bicycle/Pedestrian Paths.** The county and the San Luis Obispo Council of Governments should seek funding for and construct a Class I bicycle/pedestrian path along Highway 1 west of Cayucos, and where feasible, between Los Osos and Cayucos.
 - ~~2. **Shoreline Access Improvements.** The county should support the State Coastal Conservancy and the city of Morro Bay in efforts to upgrade the Chevron pier at Toro Creek for public access. Proposed improvements should include: a parking area, restrooms, trash receptacles, fence removal, access trail, and rehabilitation of the pier.~~
- MOVED FROM CHAPTER 6, PROGRAMS**

C. Cayucos

Street Improvements, Parking

- 1. Ocean Front.** Parking should be prohibited on the inland side of Ocean Front with proper signs.
- 2. South Ocean Avenue.** The county should explore ways to improve pedestrian and bicycle safety on South Ocean Avenue between 7th and 13th Streets without installation of conventional sidewalks.
- 3. Parking.** The county should support provision of more parking for downtown, beach and recreation areas by doing the following:
 - a. Encouraging commercial property owners to form and operate a parking district in order to acquire and/or construct a public parking lot; consider funding through in-lieu fees on business expansion.

CIRCULATION PROGRAMS: CAYUCOS

- b. Encouraging a privately-owned public parking lot (with a charge for parking) adjacent to downtown, providing the lot meets the criteria in the following standard 3c.
 - c. Requiring that any publicly or privately-owned parking lot: a) take access from side streets or alleys where feasible, b) not create a dust problem, c) be divided into sections, rather than covering a single large expanse, d) provide safe pedestrian connections to walkways and shops, and e) include landscape screening from streets and residences (see Figure 5-4).
 - d. Establishing a parking time limit to prevent employees and vendors from using parking spaces needed by customers of downtown businesses.
 - e. Encouraging property owners to dedicate to the county and improve rights-of way along North Ocean Avenue leading to B Street and on B Street to Ash Street. The streets should be paved and improved with curbs, gutters and sidewalks for access to the beach in a manner that avoids impacts to Cayucos Creek. As much angle parking as possible should be provided on both sides of B Street.
 - f. Creating angled parking areas along the blocks of D Street and E Street that are immediately northeast of Ocean Ave.
 - g. Encouraging businesses with on-site parking to make those spaces available for public parking when the businesses are closed.
- ~~1. **Pacific Avenue.** The county should improve Pacific Avenue to urban collector standards, giving particular attention to alleviating known drainage problems. Right-of-way appears adequate to handle parking, pedestrian walkways, or a Class II bikeway; a design program should be undertaken.~~
- ~~2. **South Ocean Avenue.** The county should improve South Ocean Avenue to urban arterial standards. Construct the roadway and bridge over Old Creek as necessary to connect South Ocean Avenue to Old Creek Road, thus providing a direct link between south and north Cayucos. Install a Class II bikeway from Highway 1 at Chaney Avenue to Old Creek Road.~~
- ~~3. **North Studio Drive.** The State Department of Transportation should modify Highway 1 as necessary in the vicinity of the north end of Studio Drive to allow construction of an underpass connecting Studio Drive to South Ocean Avenue. With the construction of the underpass, close the center strip grade crossing so there is no crossing from the northbound to southbound lanes.~~

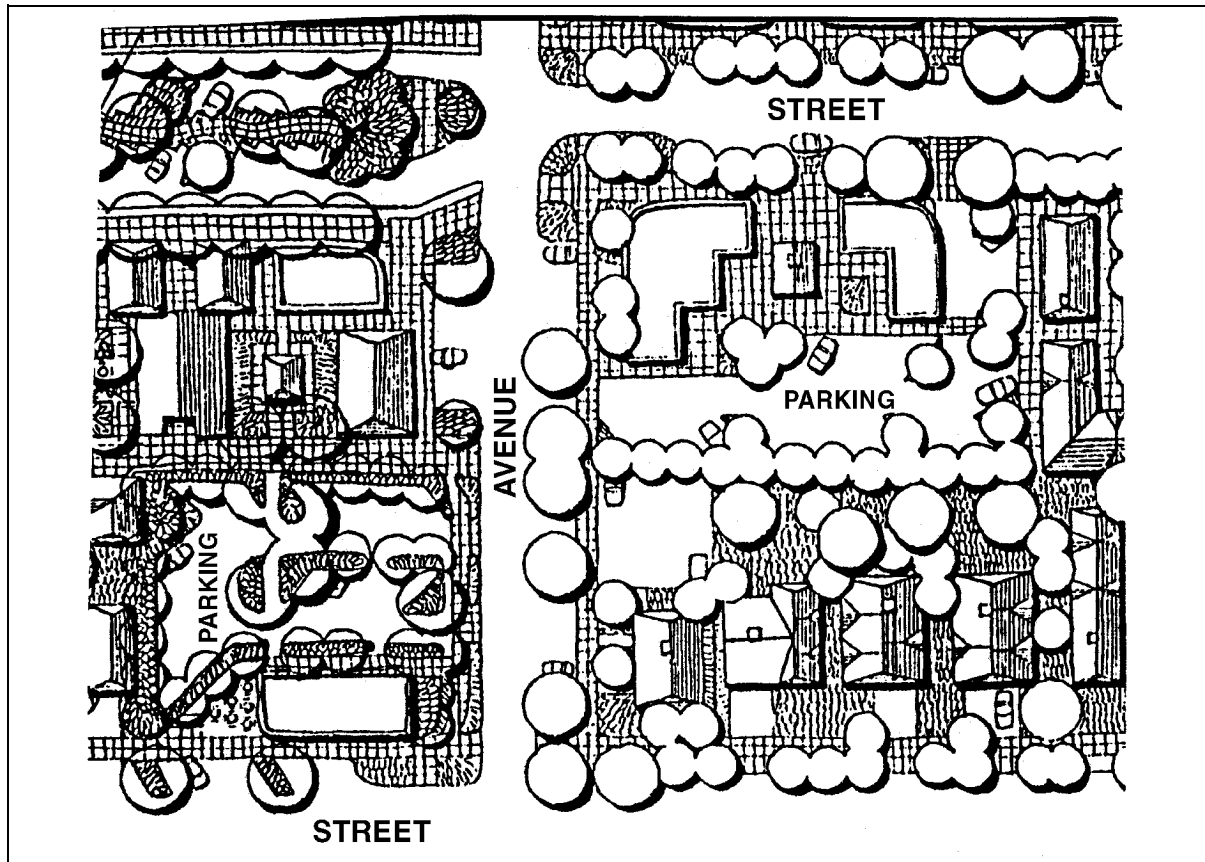


Figure 5-4: Parking Lot Design

4. ~~Studio Drive.~~ The county should improve Studio Drive to urban collector standards with on-street parking on only one side of the street to facilitate adequate vehicular, pedestrian and bicycle traffic.
5. ~~Studio Drive at Montecito Road.~~ The State Department of Transportation should construct a grade separation at the intersection of Highway 1 with Studio Drive/Montecito Road.

Transit and Bicycles

4. **Park and Ride.** The county, the San Luis Obispo County Council of Governments and Caltrans should cooperate to facilitate provision of a park-and-ride lot.
5. **Bus Service.** The county and the San Luis Obispo Regional Transit Authority should work with the community to identify and facilitate improvements of bus service to neighboring communities, including San Luis Obispo.
6. ~~3.~~ **Bikeways ~~Bicycle Paths.~~** The county ~~Engineering Department~~ should install a pedestrian and **bikeway** ~~bicycle path~~ system, **including bikeway improvements recommended in the *County Bikeways Plan*,** to connect recreation areas with residential and commercial areas. **MOVED FROM CHAPTER 4, LAND USE PROGRAMS**

Coastal Access

- ~~7.~~ ~~8.~~ **Hardie Community Park ~~Cayucos Creek Trail~~** The county should **acquire an easement** and ~~apply for a Coastal Conservancy access grant to develop a pedestrian/bicycle trail linking Hardie Park with the beach.~~ **This will link two important community recreation areas and help relieve parking problems.** **MOVED FROM CHAPTER 6, PROGRAMS**
- ~~8.~~ ~~6.~~ **Beach Access.** The county should **continue to develop** and maintain public walkways to the beach along Studio Drive and Pacific Avenue. **MOVED FROM CHAPTER 4, LAND USE PROGRAMS**
- ~~9.~~ ~~10~~ **Acceptance of Dedications.** The county should **continue to accept new offers of** ~~adopt a resolution to confirm and ratify dedication to the public~~ **for beach access from** ~~of the Pacific Avenue and Studio Drive accessways.~~ **MOVED FROM CHAPTER 6, PROGRAMS**
- ~~1.~~ ~~Shoreline Access Acquisition.~~ The State Department of Parks and Recreation should ~~acquire or accept offer to dedicate the sandy beach between Morro Strand and Atascadero State Beaches.~~ **MOVED FROM CHAPTER 6, PROGRAMS**
- ~~10.~~ ~~9.~~ **Shoreline Access Parking.** The county should acquire and improve off-street parking on the east side of Studio Drive near Nagel, Crawford, Cody or Haines Streets. **MOVED FROM CHAPTER 6, PROGRAMS**

11. Improvement of Publicly-Owned Sites. The County should develop existing publicly-owned sites with improvements such as the following: (see Figure 5-2; addresses are those of adjacent properties and are for general location only)

- **3430 Studio Drive:** Development could include walkways, bicycle racks, bollards, signs, staircases, overlooks, and landscaping
- **2616, 2827 and 3336 Studio Drive:** Future development could include walkways, bicycle racks, bollards, signs, staircases, overlooks, and landscaping. Environmental impacts must be adequately mitigated.
- **290 Pacific Street.** Development could include a walkway, bicycle racks, bollards, signs, a staircase, overlook, and planting.
- **2886 Studio Drive.** Do not develop access at this location.

~~11. Coastal Conservancy Access Grant. The county will complete the coastal conservancy access grant improvements on north and south Third Street, which will include pedestrian trails, signs, trash receptacles, and a viewing platform. MOVED FROM CHAPTER 6, PROGRAMS~~

~~6. 13th Street. The county should improve 13th Street to urban collector standards and include a Class II bikeway.~~

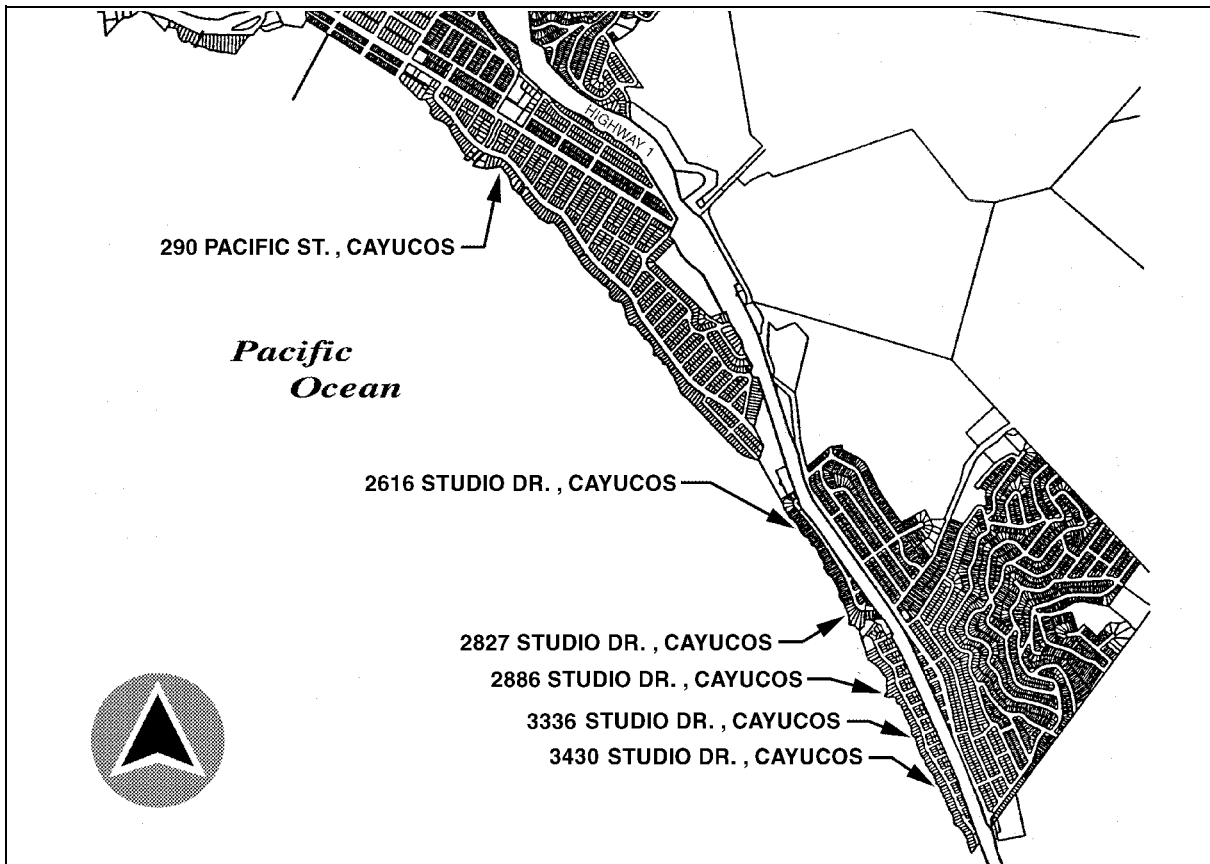


Figure 5-5: Improvement of Coastal Access--Cayucos

D. Los Osos~~South Bay~~

Local Street Design

1. **Narrow Streets.** The County Planning & Building and Public Works Departments should cooperate to encourage, on a trial basis, construction of public or private streets having widths less than those specified in the *Standard Improvement Specifications* in new land divisions. Narrow streets, which could have paved widths of about 28 feet, should only be used where traffic volumes will be low and Class II bike lanes are not planned. Using narrow streets can have several benefits; for example, they can result in more efficient use of land, reduced amounts of impervious surfaces, slower traffic, increased safety, increased livability, and a greater sense of community.

Street Trees

2. **Street Tree Master Plan.** The county should work with the community to create a street tree master plan that defines areas to be planted, any key street corridors to have special treatment, a list of appropriate street trees, planting requirements, planting and maintenance information, and ways to provide and pay for street trees in existing neighborhoods.
3. **Street Tree Funding.** The county should assist in efforts to obtain funding to plant and maintain street trees in existing neighborhoods through a grant from the Small Business Administration tree planting program and other sources.

Trails

- ~~4. 1.~~ **Trails.** The county should work with the community, resource agencies and affected property owners to develop a riding and hiking trails in accordance with this plan. Development of trail links to the public areas or state park property and Los Padres National Forest should be considered. Trails located near riparian corridors and scenic areas must not cause impacts to sensitive resources. ~~program with major emphasis on a trail route across the South Bay hillsides to Montana de Oro State Park and scenic routes within and on the fringe of the community linking public recreation areas.~~

Coastal Access

- ~~5. 2.~~ **Beach Access Protection.** The county should accept and retain all present public street and other accesses ways to the bayfront and public recreation areas. In addition, the county should accept and retain offers of dedication, public streets and other access ways identified by the County Public Works Department and the Department of

General Services, Parks Division, in consultation with the Department of Planning and Building, that are needed to complete and maintain the circulation system identified in this circulation element.

~~3. **Skyline Drive.** The county should explore means of extending Skyline Drive west to Butte Drive.~~

6. **Abandonments and Quiet Title Actions.** The County Planning and Building Department should refer all requests for road abandonments to the Parks Division of the County Department of General Services, the Los Osos Community Services District and the Los Osos Community Advisory Council for review and comment. The Office of County Counsel should refer all quiet title actions to those groups for review and comment.

7. **Bayfront Street Ends.** The county should protect or develop street ends along Morro Bay for public access and habitat value, with improvements such as the following (see Figure 5-6 for general locations):

- **Mitchell Drive/Doris Avenue, Los Osos.** A walkway, bicycle racks, bollards, signs, a bay overlook, landscaping, and a possible small boat launch at Cuesta Inlet.
- **Butte Drive.** Continue to protect, conserve and preserve habitat.
- **Street Ends at Bay Street, 7th Street, and Pecho Road.** Bay overlooks.
- **3rd, 4th, 5th, 6th, 8th, and 9th Street Ends.** Continue to protect, conserve and preserve habitat.
- ~~**1st Street End. A possible location for a boat launch ramp and access to the bay.**~~

~~12. **Prescriptive Rights Study.** The county should request the Attorney General to complete a study of public prescriptive rights in the Cuesta Inlet area.~~ **MOVED FROM CHAPTER 6, PROGRAMS**

~~15. **Street End Improvement – El Morro.** The county should accept the implied offers to dedicate on 3rd 10th Streets between Santa Ysabel and the bayfront. These street ends should be improved as cul-de-sacs for vista points.~~ **MOVED FROM CHAPTER 6, PROGRAMS**

- ~~16. **Street End Improvement - Tract 40.** The county should accept the implied offers to dedicate public access (within the right-of-way of the paper street) at First Street, Bay Street, and the ten foot easement between Block 3 & 4, Lot 11 and 1. **MOVED FROM CHAPTER 6, PROGRAMS**~~
- ~~17. **Street End Improvements - Cuesta by the Sea.** The county should accept the implied offers to dedicate (within the right-of-way of the paper street) at Broderson, Pine, Fearn, Doris, Nancy Pecho, Sunny Hill Avenue and the causeway at the end of Mitchell Drive. **MOVED FROM CHAPTER 6, PROGRAMS**~~
- ~~18. **Access Improvements - Santa Ysabel.** The county will complete the coastal conservancy access grant for public access improvements for Lot APN No. 38-692-12 and the extension of Santa Ysabel. The project will provide the following improvements approved in the grant: parking area, signs, trail, trash receptacles and railing for wetland protection. **MOVED FROM CHAPTER 6, PROGRAMS**~~

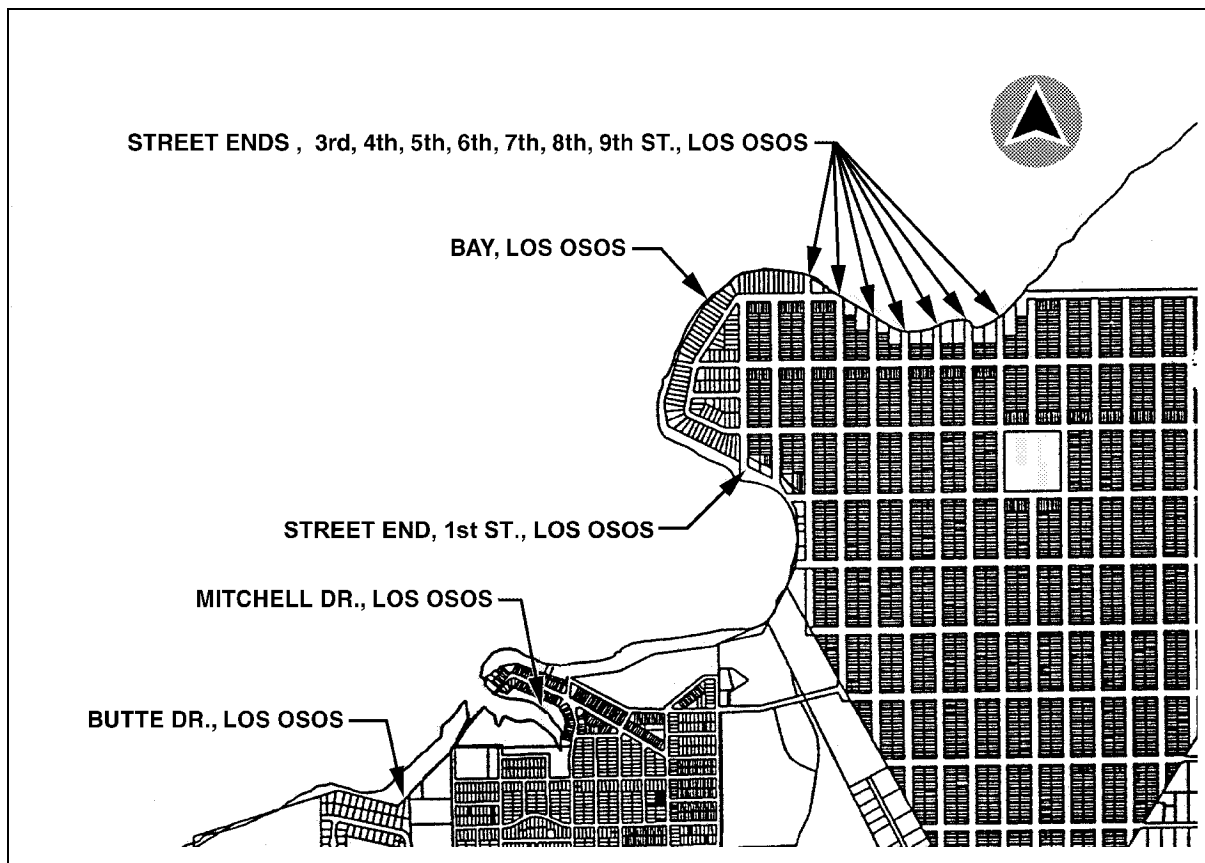


Figure 5-6: Improvement of Coastal Access--Los Osos

SCHEDULE FOR COMPLETING RECOMMENDED CIRCULATION PROGRAMS

The following table summarizes the preceding recommended programs to be implemented by the county or other public agencies. In the table, the first column, "Program No.," identifies the program by its number in the preceding text. The second column, "Program," identifies the subject of the program. The column under "Responsible Agencies" lists which public and/or private agencies have primary responsibility for carrying out each program. The column, "Potential Program Funding," lists potential sources of funding for each program. The column, "Time Frame," identifies whether each program is expected to be carried out over a short, medium, or long-term period, or whether the program requires an on-going effort. The column, "Target Date," lists the estimated date by which each program should be implemented. The last column, "Priority," ranks each program according to whether it has a high, medium or low priority for implementation. This will help decision makers and the public decide how to allocate limited funds.

Table 5-1, Schedule for Completing Recommended Circulation Programs

PRO-GRAM NO.	PROGRAM	RESPONSIBLE AGENCIES	POTENTIAL FUNDING	TIME FRAME	TARGET DATE	PRIORITY
A. AREA WIDE						
A1.	TRANSPOR-TATION DEMAND MANAGEMENT	SLOCOG, CO. PLNG., PUB. WORKS	GRANTS, COUNTY	ON-GOING	ON-GOING	MEDIUM
A2.	HIGHWAY 1 BEAUTIFICATION AND MODERNIZATION	CALTRANS, SLOCOG, CO. PLNG.	STATE	ON-GOING	ON-GOING	MEDIUM
B. RURAL AREA						
B1.	HIGHWAY 1 PASSING LANES	CALTRANS	STATE	MED.-TERM	2005	HIGH
B2.	BICYCLE/ PEDESTRIAN PATHS	SLOCOG, CALTRANS, CO. PARKS	GRANTS	MED.-TERM	2010	MEDIUM
<div> <div> SLOCOG PUB WORKS CONSRVNCY CITY OF M.B. CO. PARKS </div> <div> SAN LUIS OBISPO COUNTY COUNCIL OF GOVERNMENTS COUNTY DEPARTMENT OF PUBLIC WORKS STATE COASTAL CONSERVANCY CITY OF MORRO BAY COUNTY DEPT. OF GENERAL SERVICES, PARKS DIVISION </div> </div>						

SCHEDULE FOR COMPLETING RECOMMENDED CIRCULATION PROGRAMS

Table 5-1 (con't), Schedule for Completing Recommended Circulation Programs

PRO-GRAM NO.	PROGRAM	RESPONSIBLE AGENCIES	POTENTIAL FUNDING	TIME FRAME	TARGET DATE	PRIORITY
C. CAYUCOS						
C1.	OCEAN FRONT PARKING	PUB. WORKS	COUNTY	SHORT-TERM	2005	MEDIUM
C2.	SOUTH OCEAN AVE. SAFETY	PUB. WORKS	GRANTS	MED.-TERM	2010	MEDIUM
C3.	INCREASED DOWNTOWN PARKING	CO. PLNG., PUB. WORKS	ASSMT.DST., DEVELOPER	SHORT-TO-MED.-TERM	2005-2010	HIGH
C4.	PARK-&-RIDE LOT	CALTRANS, SLOCOG, PUB. WORKS	FEES, GRANTS	MED.-TERM	2010	HIGH
C5.	BUS SERVICE IMPROVEMENTS	SLORTA, PUB. WORKS	FEES, GRANTS	MED.-TERM	2010	MEDIUM
C6.	BIKEWAYS	PUB. WORKS, CO. PARKS	GRANTS	ON-GOING	ON-GOING	MEDIUM
C7.	HARDIE PARK TRAIL	CO. PARKS	GRANTS	MED.-TERM	2010	MEDIUM
C8.	BEACH ACCESS	CO. PARKS	COUNTY	ON-GOING	ON-GOING	HIGH
<div> <div> PUB. WORKS CO. PLNG. SLOCOG SLORTA CO. PARKS CITY OF M.B. </div> <div> COUNTY DEPARTMENT OF PUBLIC WORKS COUNTY DEPT. OF PLANNING AND BUILDING SAN LUIS OBISPO COUNTY COUNCIL OF GOVERNMENTS SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY COUNTY DEPT. OF GENERAL SERVICES, PARKS DIVISION CITY OF MORRO BAY </div> </div>						

SCHEDULE FOR COMPLETING RECOMMENDED CIRCULATION PROGRAMS

Table 5-1 (con't), Schedule for Completing Recommended Circulation Programs

PRO-GRAM NO.	PROGRAM	RESPONSIBLE AGENCIES	POTENTIAL FUNDING	TIME FRAME	TARGET DATE	PRIORITY
C9.	ACCEPTING BEACH ACCESS DEDICATIONS	BOARD OF SUPERVISORS	NOT APPLICABLE	ON-GOING	ON-GOING	HIGH
C10.	SHORELINE PARKING	CO. PARKS	COUNTY	LONG-TERM	2010+	MEDIUM
C11.	IMPROVEMENTS OF PUBLICLY-OWNED SITES	CO. PARKS	COUNTY	MED.-TERM	2010	MEDIUM
D. LOS OSOS						
D1.	NARROW STREETS	CO. PLNG., PUB. WORKS	DEVELOPER	SHORT-TERM	2005	MEDIUM
D2.	STREET TREE MASTER PLAN	CO. PLNG., PUB. WORKS, CO. PARKS	COUNTY	SHORT-TERM	2005	HIGH
D3.	STREET TREE FUNDING	CO. PLNG., PUB. WORKS	GRANTS	ON-GOING	ON-GOING	HIGH
D4.	TRAILS DEVELOPMENT	CO. PARKS, PUB. WORKS	FEES, DEVELOPER	ON-GOING	ON-GOING	MEDIUM
D5.	ACCESS PROTECTION	PUB. WORKS, BOARD OF SUPERVISORS, CO. PARKS	COUNTY	ON-GOING	ON-GOING	HIGH
D6.	ROAD ABANDONMENT , QUIET TITLE	CO. PLNG., CO. COUNSEL	NOT APPLICABLE	ON-GOING	ON-GOING	HIGH
D7.	BAYFRONT STREET ENDS	CO. PARKS	COUNTY	MED.-TERM	2010	MEDIUM
PUB. WORKS CO. PARKS CO. PLNG.		COUNTY DEPARTMENT OF PUBLIC WORKS COUNTY DEPT. OF GENERAL SERVICES, PARKS DIVISION COUNTY DEPT. OF PLANNING AND BUILDING				